

WHAT THE TRAINMEN ARE ASKING OF RAILROADS; MAY CAUSE STRIKE

Statement From the Trainmen Themselves Reciting Demands On the Roads and Answering Some Railroad Claims Regarding High Wages By Submitting Some "Wages" Paid Rock Island Officials.

THAT the public may know the issues involved in the big fight now on between the railroads and the trainmen of the country, the Order of Railway Conductors, the Brotherhood of Locomotive Engineers, the Brotherhood of Railway Trainmen and the Brotherhood of Locomotive Firemen and Enginemen, has issued the following statement of their side of the case:

What we are really demanding is a higher rate of speed for freight trains, an increase from 10 miles per hour to 12 1/2 miles per hour.

Does any freight shipper think that his cattle and hogs, merchandise and machinery are not entitled to move at the rate of 12 1/2 miles per hour? What farmer, when he starts to town in his auto, restricts his speed to 12 1/2 miles per hour?

Computing Trainmen's Time.

Because of the fact that train service time is computed on a dual basis, miles or hours, whichever is the greater, in where the 12 1/2 miles per hour comes in. And it must be so, otherwise they would overload the trains, causing all

DELEGATE MAY GO TO STRIKE MEET

Chamber of Commerce To Send Representative To Washington Meeting.

will be allowed to get a train over the division without paying any additional wages to the crew, over the present scale.

The object of "time and one-half for overtime" is:

First. To penalize the company and thus discourage the payment of, and as far as possible the making of, overtime.

Second. To improve the service, by getting shipments over the road promptly, and avoid possible damage, due to overloading of trains.

Third. It will save the railway money by decreasing the damage to cars and contents, due to handling excessive tonnage, getting loads to their destination, cars unloaded and returned for other roads, and thus relieve the car shortage so much complained of.

We are not seeking a higher scale of wages; in other words, we are not asking more pay for performing the same service. Neither do we wish to perform less service for the same pay, but we do most earnestly desire to render exactly the same service for exactly the same pay, in 26 percent less time.

Officials' Salaries.

The railroads refer to a few highly paid passenger engineers and hold them up as examples of what engineers receive. This is most unfair, as passenger service is not involved in this movement.

In 1903 Rock Island stock was selling for more than \$200 per share; in 1914 the stock had dropped to \$28.

Evidence shows that earnings had steadily increased and in 1914 were the largest in its history.

H. H. Mudge, the president, stated that "the troubles of the railway were in a measure due to increases in wages and governmental regulations."

When asked what wages he mentioned, Mudge stated that he had paid these men as having partially sapped the strength of the railway.

The officials received no blame, but received the following amounts: H. H. Mudge, president, \$60,000 per annum;

L. F. Foree, chairman of executive committee, \$25,000 per annum; R. A. Jackson, vice president and solicitor, \$50,000 per annum; R. B. Cable, member board of directors, \$22,000 per annum;

W. R. Leeds, president board of directors, \$22,000 per annum; R. L. Winchell, president, \$40,000 per annum;

R. F. Yorkum, chairman of the executive committee, \$30,000 per annum; D. G. Reed, chairman board of directors, \$22,000 per annum; C. H. Warren, first vice president, \$25,000 per annum;

W. G. Purdy, upon retirement was given \$42,000 per annum; J. E. Gorman, first vice president, in charge of freight and passenger traffic, was secretly paid \$18,750 per year, making his total compensation \$42,750, where the payroll only showed \$25,000.

More Big Salaries.

C. A. Moore, chief engineer, received a salary of \$15,000 per annum, and a secret bonus of \$3000 on the first of the year.

On the retirement of R. A. Jackson he was given \$100,000 in cash.

C. H. Warren was given by the company \$150,000 in par value of common and \$105,000 in par value of preferred stock of the New Jersey company and \$50,000 in cash, there being no board authorized for the latter expenditure.

Robert Mather, vice president, was given \$25,000 in cash.

Geo. T. Boggs, director and secretary of the board of directors of the railway company, was given \$15,000 in cash when he retired.

R. B. Cable received securities of a

The El Paso chamber of commerce will send one of its members to spend at least one day in Washington when a national chamber of commerce commission to work on the impending railroad strike is called.

This action was decided upon at a meeting of the board of directors held Tuesday afternoon. Secretary M. A. Fraser read a letter from Harry A. Wheeler, chairman of the committee on the railroad situation of the chamber of commerce of the United States, urging that such action be taken.

Since no date has been fixed for the commission to meet, it was considered advisable not to name a delegate at this time, but the secretary was instructed to notify Mr. Wheeler that the local chamber would be represented when the meeting was called. W. H. Shelton was mentioned as the probable choice of the El Paso directors.

Postpone Rate Ruler.

At the instance of J. W. Lorenzen, it was decided to send a telegram to the members of the United States senate and the house of representatives from Texas, urging them to intercede with the interstate commerce commission to secure the postponement of the 85 cent rate on empty loads effective Sept. 1, from Pacific points to El Paso and trade territory.

The telegram, copies of which will be sent to W. R. Smith, congressman from the El Paso district, and to senators Morris Sheppard and C. A. Culberson, points out that "this advance means a heavy loss to the jobbing and trade interests, on account of futures having been sold on the basis of the old rate."

Secretary Fraser announced that 350,000 sheets of note paper had been specially prepared for use by the millmen at the front. These sheets, he said, contained information about El Paso, in order that "the folks at home" might know what sort of place El Paso was.

"Let's be sure to put in something about the climate," urged J. M. Wyatt, "El Paso is a winter resort compared with some of the places where the boys come from—New York and Massachusetts, for instance. People in those states are dying from the heat like flies. We owe it to the relatives of the boys now with us to let the facts about the El Paso climate be known."

E. P. Kepley Quits.

The resignation of E. P. Kepley both as director and as member of the chamber, was accepted with regret. As a result of the vacancy, R. E. Hines was moved up to the two year class of directorate, and Jas. L. Marr was named to serve out the year.

The Scott-Fulton Manufacturing company, makers of fly traps, through Geo. L. Fulton, and Miss Grace L. Hannan, public stenographer and translator, were admitted to membership.

A contract for a carload of coal was awarded to Heid Bros. at \$5.70 a ton.

A proposal from D. Johnson, a shirt-maker of San Antonio, that the chamber help him secure the guarantee by 500 citizens of El Paso to buy one dozen

market value of \$355,000, for which he paid \$200,000.

Robert Mather received securities of a market value of \$145,912 above his payment therefor.

The contributions to the officials of the railway company in excess of their salaries aggregate about \$1,000,000.

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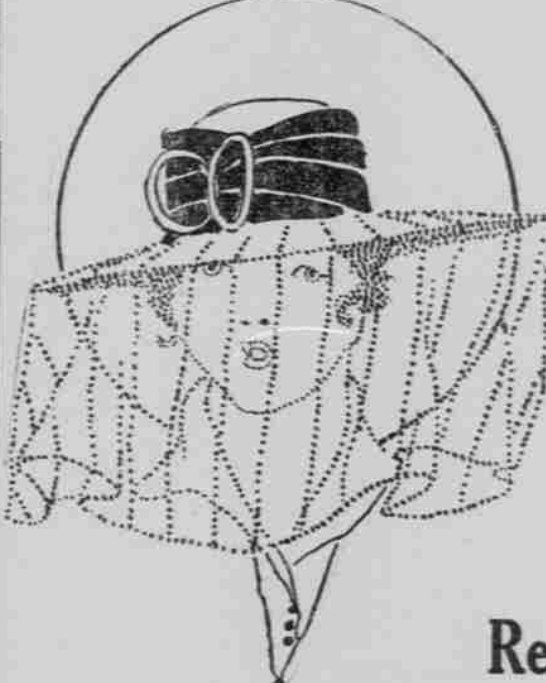
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EVERYBODY'S

TOMORROW IS

Opportunity Thursday

The showing of new things tomorrow will be unusually interesting as many new Fall Novelties are arriving daily many of which will be shown for the first time tomorrow. Several departments will sell certain items way below the usual price. Altogether, Thursday will be a very happy day for the shopper.



TOMORROW THE Main Aisle Opportunity WILL BE

Fall Veils, Veiling and Neckwear

Several extreme novelties just sent in by our buyers now in the New York markets, will be shown for the first time in El Paso. The new "Drape Veil" which does not cover one bit of the face, will appeal to you at once as a decidedly attractive one. The prices are very low.

Advance Showing of Ready-to-Wear For Fall

is especially interesting because of the arrival of several new models, including an exclusive showing of the very practical "Betty Wales" models for misses, for which line we are sole agents in El Paso. Come in and see them.

The new Fall Dress Fabrics are now being shown made up in Hand Tailored Models, tailored in our own shops by Mr. B. Edson of New York City. Summer rates on Ladies' Tailoring and Dressmaking will be in effect only a few days more. If you desire to save money, quick action will be necessary.

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On all the Western railroads in 1915, seventy-five per cent of the train employees earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
	3094		3076		2445	
Conductors	1543	1878	1454	1935	1151	1355
	2789		2933		2045	
Firemen	1053	1317	751	1181	418	973
	2078		2059		1552	
Brakemen	854	967	874	1135	862	1107
	1719		1961		1821	

The average yearly wage payments to all Western train employees (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employees) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employees' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

ELISHA LEE, Chairman.
F. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. L. BARD, Gen'l Manager, New York, New Haven & Hartford Railroad.
E. H. COAPMAN, Vice-President, Southern Railway.
S. E. COTTER, Gen'l Manager, Wheeling Railroad.
F. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
G. R. EMERSON, Gen'l Manager, Great Northern Railway.
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
E. W. CRICE, Asst. to President, Chesapeake & Ohio Railway.

A. S. GREGG, Asst. to Receiver, St. Louis & San Francisco Railroad.
C. W. KOUNTS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
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